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How stuff works
How to run a race in CNY
Bob checks in from Florida
much much more...



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Links

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the **SNARLING EXHAUST**

May

2012

The Central New York Region of the
Sports Car Club of America

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The Snarling Exhaust is published 11 or 12 times per year as a service to the membership of the Central New York Region of the Sports Car Club of America, Inc.

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On the cover:

A drift Mustang vaporizes its rear tires in competition. Thanks to Brent Combs for braving the fumes and grabbing this shot.

From the Editor -

Yup, the Snarling is late. I've been traveling the country and the world for business and leisure so editorial duties have fallen by the wayside a bit. Tough too, is finding time when I am here. On top of that, I really don't have that much to say, so coming up with this little article once a month has become surprisingly difficult to pull out of my nomex. So then why in the world would I volunteer for this responsibility? For one, I'm an egomaniac and a control freak, so being at the helm of the media empire that is the Snarling Exhaust suites me just fine. More importantly though, I think our membership has a responsibility (there's that word again) to participate in our joint experience.

My first few years as an SCCA member I had no real understanding, or interest for that matter, of how things happened behind the scenes. Luckily we have a group of dedicated volunteers that have filled various roles to make everything work smoothly for the rest of the CNYR membership. Every year these volunteers have to determine whether they want to run for reelection, and I've heard rumors that many of these folks want out next year. This could be your opportunity to start giving back. None of these positions require a big time commitment, so it's far from taking on a second job, and elections aren't until the fall, so you have plenty of time to think about it and ask around about who exactly will be vacating their positions and what those entail.

Most of the positions are elected, but more often than not, they run unopposed. At the top of the heap is the Regional Executive, currently Mike Donofrio. Mike keeps threatening to throw in the towel so this one may very well be up for grabs.



Photo: Kathleen Ehrlich

The RE runs and organizes our membership meetings, and aids the various Chairs in their duties. Speaking of Chairs, there's one for Activities, Membership, Rally, Rallycross, Solo, and co-Chairs for Road Racing. It seems pretty obvious, but these folks organize the efforts in their respective areas. There are other great people helping out behind the scenes as well, for a complete listing see page two of this newsletter.

If your interest is piqued (or even if it isn't) start coming to the membership meetings, I'm sure anyone would be happy to chat with you about running for a position in the fall.

See you there!

-- Dustin Ehrlich

Event Schedule

June 10th - CNY Solo #3, Shoppingtown Mall, Syracuse

June 13th - Membership Meeting, American Legion, Liverpool, 7:00pm

July 8th - CNY Solo #4, Cherry Valley Motorsports Park, LaFayette

July 11th - Membership Meeting, American Legion, Liverpool, 7:00pm

July 14th - CNY Rallyx #3 (Night Event), Walczyk's Farm, Weedsport

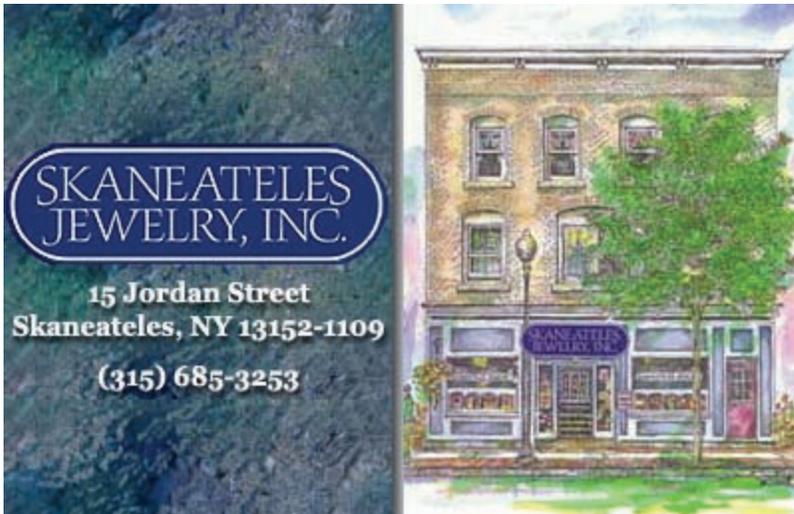
August 4th - CNY Rallyx #4, Rolling Wheels Raceway Park, Weedsport

August 5th - CNY Rallyx #5, Rolling Wheels Raceway Park, Weedsport

August 8th - Membership Meeting, American Legion, Liverpool, 7:00pm

August 25th - CNY Solo #5, Cherry Valley Motorsports Park, LaFayette

August 25th - CNY Solo #6 (Night Event), Cherry Valley Motorsports Park, LaFayette



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Latest Issue: <http://www.scca.com/assets/12-fastrack-may.pdf>

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Assistant R.E. Report

From the Assistant R.E., Ed Leubner

Greetings:

Solo Start:

As you read this, the 2012 Solo season is officially off and running with the opening round at a very cold and damp Cherry Valley Motorsport Park now in the history books (results are up on the website.) 31 competitors braved the cold to "Knock off the Rust" (catchy event name courtesy of Solo Chairman Mark Bizzozero!) Times started off relatively slow as the damp track and cold temperatures (low 40's !!) conspired to make for slick conditions. It was even cold enough to keep a number of competitors on their street tires instead of their R-comps. As the day progressed, conditions remained cold but the rain held off and the racing line began to dry out which resulted in quicker lap times. It even dried out enough that a few gamblers swapped their tires. Ultimately, everyone got a chance to do seven timed runs. There was even time to do some fun runs at the end. Overall a good day!

CNYRP:

As the nice weather months continue to get closer, the level of construction activity continues to increase at the Central New York Raceway Park in Brewerton. This activity has also been noticed by the local media with stories being broadcast on the local news stations along with articles in the newspaper. All this publicity appears to have helped increase the attendance level at the last membership meeting. There were many excited discussions as the reality of having a road racing facility in Central New York's back yard appears to be growing closer.

Currently, Mike Gagliardi and Bruce Parker are the primary contacts between CNYRP and our Region. In addition, Dave Kicak also reported he has been working with the SCCA home office to obtain the necessary information and paperwork required to have the CNYRP track officially blessed by SCCA, which is required before SCCA sanctioned events can be held there.

It should be noted that making future SCCA events at CNYRP work will require a large number of support personnel in all sorts of functions. Certainly a much larger pool of workers than is required for a typical Solo or RallyCross event.

For those interested, you can go to the SCCA website, and download the latest version of the General Competition Rules (GCR) where you can learn about all the various functions that are needed at a road race event — it is a surprisingly large list!

(<http://www.scca.com/clubracing/content.cfm?cid=44472>)



If you review Chapter 5 of the GCR, the job description list includes, the Chairman, and Marshal, along with Emergency Services (Medical, and Fire); Flagging and Communications; Registration; Sound Control; Technical and Safety Inspectors; Timing and Scoring; and Stewards.

As you can see, running an event will take a large amount of volunteers to make things run smoothly. The Central New York Region has about 150 members. And although not everyone is interested in sitting behind the wheel and competing in Autocross or RallyCross, maybe you might like to participate in any of these other necessary functions that make a race event a reality. While I'm sure we will be able to recruit experienced members from our neighboring Regions to teach and assist us, hopefully, CNYR will be able to step up to the plate.

To find out the latest, come to the monthly membership meeting.

See you around the grid!
Ed Leubner



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Palm Tree Double 'Rational'

National / Regional Road Races
January 13, 14, 15, 2012
Homestead-Miami Speedway

Bob Holcomb, CNYR SCCA

While my wife Nancy stayed at our snowbird shack at "The Villages" in Central Florida cat sitting, I, along with SCCA Steward John Edridge and his wife Marion, drove to Homestead-Miami Speedway for the Florida Region Palm Tree Double Rational weekend.

The weather was a bit cool, by native Floridian standards, but to this CNY Yankee it felt very spring like with each day being shirtsleeve enjoyable and sunscreen being the order of the day.

The daily Flagging and Communication meetings started out with a selection of doughnuts supplied by a Miata team that was sponsored by a famous doughnut chain (two words each starting with a "K"). YUM! Maybe that other donut chain (also two words but starting with a "D") could take a hint for Watkins Glen?

Several racers from the Northeast were there, with entries in 5 of the 6 race groups. Local drivers included Jim Ocuto of Rome, NY and Jim Wells of Little Falls, NY. I met Jim Wells at the Saturday evening dinner gathering. He was driving the familiar black under red #38, which for this particular weekend was running as the #138. Jim told me that Jim Ocuto had parked his white #30 Miata for the weekend after his engine expired during open practice on Thursday the 12th. Ah well, CNY driveway paving season is almost here Jim.

The #138 did stop for a visit at turn four while I was yellow flagging a practice/qualifying session. Jim didn't get out to chat, he just came to a stop, grabbed a gear, took a point and was gone. He later said it was part of his introduction to Homestead. Jim did finish his races on Saturday and Sunday, which is more than can be said of some of the faster cars in the class.

continued ---



Jim Wells
Spec Miata #138

We have all heard those nasty rumors that some drivers take all too seriously at times, but I have to say that at least once during the weekend, that rumor may have been true. Oh we all know it, don't we? You know the one, that as soon as a driver puts their helmet on, they often tighten the chin strap too tight and it cuts the blood flow to their brain? Yep, THAT RUMOR. During one practice/qualifying session (we won't get into further detail of the group, make, color, number, etc.), a racer pulled off drivers' left just past turn four. Unfortunately the driver stopped about two car lengths short of a safety slot in the jersey barrier. He indicated to us that a flat tow would do the job, so we turned our attention back to on-track cars. However, said driver quickly regained our attention as instead of walking behind the jersey barrier, he took off his helmet and sat atop the tire wall on the hot side of the barrier. Yep, must have been his chinstrap was too tight for too long. Anyway, that lasted mere seconds as whistle toots and emphatic arm points quickly moved him safely behind the barrier. It was only the second race of the season and this driver had already used up his "Mulligan" as far as this flagger was concerned.

Running as a "Rational" the car counts were up quite nicely from 2011 when the weekend was run as a Double National. With larger fields, very good car quality and a high level of competition during the races, it was a very good weekend indeed.

For the workers, the free morning doughnuts, free lunches, Friday & Saturday evening gatherings (with plenty of cold beer and selections of wine) was hard to beat. Special thanks to the folks from Florida Region and my station Captain Pat Hoban for making the weekend so enjoyable.

As a side note, the GT-1 field was quite stout. Back in 2011 Simon Gregg took first place in both races in his #59 white/orange Corvette. Unfortunately later in the year at the Watkins Glen Nationals I believe the best he could attain was 2nd place. This year, on Saturday, Simon won in his newly painted #59 GT-1 Corvette (now a great combo of red/white/blue) after former race leader Doug Peterson dnf'd in his formerly race leading #07 orange GT-1 Mustang. Doug returned on Sunday and showed Simon nothing but brake lights winning with a very powerful drive. If both cars come to the national weekend at Watkins Glen this summer, it should be quite a show.

Hope to see many of you there.

Bob Holcomb, F&C
Sec., CNYR SCCA



Bob enjoying Daytona,
winter blue sky and racing

The 50th Anniversary 24 Hours of Daytona

The Continental Tire Sports Car Challenge

Rolex Grand Am / 24 Hours of Daytona

January 27, 28, 29, 2012

Bob Holcomb, CNYR SCCA

Had it really been 29 years since I previously worked the Daytona 24HRS?

Yes indeed, 1983 being the year and at that time I was a Pit Marshal. For 2012 I was looking forward to working it for the first time as a member of the F&C team.

I was originally scheduled to work turn five, but due to a shortage of personnel at turn four, I was re-assigned there, to work with CFR station captain Doug Werth.

Ironically I ended up on the same shift as Don & Rosalind Giroux, two long time flagging partners from Watkins Glen. Don, incidentally, is the current owner of my former Corvette. Had I stayed at station five, I would have been working with three others from Watkins Glen.

Friday was a busy day with all nine of us assigned to turn four sharing shifts on the radio, or blue/yellow flagging while getting used to the station. The Daytona Prototypes hit about 150 mph and the GT'S about 120mph by turn four so no one could afford any lapse in attention. It was a quick, but pleasant, learning experience.

One highlight reel moment on Friday (if you were a spectator or just visiting the Daytona Beach area) was the parade of former 24HR race winning cars from the Ocean Club on S. Atlantic Ave. on Daytona Beach Shores all the way to the track, a journey of several miles, all on the main roads.....COOL STUFF! The cars were then put on display for the spectators.

continued ---



#60 Shank Racing
Riley / Ford
Daytona Prototype

A.J. Allmendinger
Justin Wilson
John Pew
Oswaldo Negri

THE CONTINENTAL TIRE SPORTS CAR CHALLENGE, a race of approximately 2 & ½ hours, was held on Friday, January 27th. I believe 67 cars were on the pace laps while several others started from Pit Lane.

At the end of the race, just as it had at Watkins Glen in the summer of 2011, the red #61 Roush Mustang with Jack Roush, Jr. at the wheel, was in Victory Lane. Jack Jr.'s co-driver was Billy Johnson.

Great race, great competition and a great series and with over 70 starters, you just had to love it.

THE DAYTONA ROLEX 24HRS SPORTS CAR CHALLENGE, Saturday, January 28th to Sunday, January 29th.

Saturday had one of those "you should have been here" moments when the former race winning cars were put out on the track for a few photo session/pace laps. They were then let loose for a few "hot laps" and did they ever "hot lap", including the 1962 inaugural race winning red Lotus/Ford of Dan Gurney. If you didn't have an ear to ear grin after that session, well you just aren't a real race fan in my book.

Don, Rosalind and I had been assigned the 3:30-7:30 shift and yes, that included both P.M. and A.M. However, just about everyone was around for the 3:30 p.m. start which was led to the green by the #8 Riley/Ford put on the pole by driver Ryan Dalziel.

Unlike my last visit in the early 1980's, Daytona now runs with much of the track under lights, so you get a somewhat "dusk vision" look at the cars during the evening hours.

A little side story from prior to the start of the race. As F&C folks are known to do, when at a new track or one you haven't been to in quite some time, you chat with other flaggers, especially those in the same general age bracket. Daytona 2012 was no exception as I met CFR member David Moore who is from Ormond Beach, literally just a bit north of Daytona Beach. David asked me my profession and I said I was a pharmacist. "Me too", was his reply. We chatted a bit longer and the topic of a college fraternity came up. David asked which one I had belonged to? "Kappa Psi", I said. "Me too", David replied. We both laughed after agreeing we had long ago forgotten the "special" handshake. David, by the way, sometimes acts as an instructor for TrackMasters.

Florida or not, at 3:30 a.m. the infield at Daytona was cold enough to freeze the you-know-what off a brass monkey!

The racing continued on through various lead changes until the overall race win came to the #60 Shank Racing Riley/Ford co-driven by NASCAR driver A. J. Allmendinger, Justin Wilson, John Pew and Oswaldo Negri.

Unlike the famous NASCAR Daytona-500, with it's packed grandstands, the Daytona 24HRS has most spectators viewing from the infield, which was basically elbow to elbow and like Watkins Glen in the old days, it has it's rowdy spots, with a tent getting burned to celebrate Sunday amongst the possibly above .08 fans.

Special thanks to the folks from SCCA for providing amenities for the workers such as SCCA-ONLY shuttle service to and from the parking areas, flag stations and the workers compound, where we were fed and could relax and even watch TV. coverage of the weekend.

Previously mentioned station Capt. Doug Werth decided that since I had been wearing a white Corvette cap all weekend...and...as Don Giroux now owned my former Corvette, I needed a new white hat. So, I am now the owner of a new, white, Central Florida Region, SCCA cap. Thank you Doug and to all the others that made the 2012 50th Anniversary of the Daytona 24HRS so much fun to work.

Bob Holcomb
CNYR SCCA



#96 Lotus / Ford Driven to the Daytona win in 1962



Membership Meeting Minutes

Courtesy of Bob Holcomb

CNYR SCCA Meeting Minutes For Wed., April 11, 2012

CALL TO ORDER:

The meeting was called to order at 7:14 p.m. by R.E. Mike Donofrio.

R.E.REPORT:

Mike Donofrio welcomed everyone to the April meeting and as he didn't have a report of his own, he asked for the meeting to start with the ASST.R.E. Report from Ed Leubner.

ASST.R.E.REPORT:

Ed Leubner said that the absent Activities Director Rob Sgarlata had asked Ed to look into checking with Lee Hidy about reserving the Onondaga Yacht Club for our annual August picnic.

Lee was also absent so that request was tabled.

Ed reported that Rob was having mechanical issues with his Miata and was home playing Miata mechanic.

Rumor has it that if Rob keeps breaking his Miata, he will be banished back to his Subaru group.

Beyond that, except for saying that he would be doing a track day with another group soon, Ed had nothing more to report.

TREASURER REPORT:

Jay Cartini said that all bills to advertisers and sponsors are out and revenues are slowly coming in.

We may have a new advertising sponsor soon, currently un-named, a car dealer in the area of the Mohawk Valley.

Jay said the Rally Cross program is producing more revenue than in 2011 and the trend seems to be for a larger number of entrants per event as word gets out to other areas about our program, particularly the events held at the Walczyk Farm.

Jay said that the insurance on our SOLO van is due soon and he is awaiting the bill.

Rex Franklin asked if would be of any financial advantage to dropping ins. on the van during the winter months, but with Rally Cross running more winter events Jay said that would be more trouble than it was worth as the van is used for SOLO and Rally Cross.

SECRETARY REPORT:

Bob Holcomb, back from 3 months of Florida "Snowbirding" thanked Jon Coffin for taking the meeting minutes while he was soaking up the Florida sunshine (and working the Double Rational weekend at Homestead-Miami in mid-January and the Rolex 24HRS at Daytona at the end of January).

Bob asked that the meeting minutes for March be approved as they appeared in the April issue of Snarling Exhaust. Mike Bizzozero seconded, motion carried.

Bob also mentioned that he had copies of newspapers from Daytona and from The Villages with articles and photos covering the Rolex 24HRS and the Daytona 500 weekends, along with a local go-kart dirt track.

The articles and photos showed what could be done regarding race coverage at the Syracuse Post-Standard, but is basically non-existent there.

SOLO REPORT:

Mark Bizzozero reported a change in the SOLO schedule for 2012.

There will be an event on May 20th at the Midstate Micro Track which is near Groton/Cortland.

Basically take the Homer exit of I-81, go left and at a "vee", right near airport, then a steep hill to the left. Safest bet, GOOGLE "MIDSTATE MICROD CLUB" or contact Mark (phone available from Snarling Exhaust).

An event on Sunday June 10th will be at Shoppingtown Mall.

Extensive discussion followed Marks' question as to whether we should pay \$1,788 for a Sept. 16th date at the New York State Fairgrounds (which would require approx. 90 entrants to break even), or change the venue to the Shoppingtown Mall, a savings of about \$1,500.

Financially, Shoppingtown seemed the obvious bet, but it was decided that with the best asphalt lot between Buffalo and Albany, the Fairgrounds might attract a larger number of entrants as there was nothing else on the SOLO schedule, so far, for that date.

A second date of October 14th was also mentioned for Shoppingtown should we got with the September date for the Fairgrounds.

No positive decision was made but everyone was leaning towards the Fairgrounds with Shoppingtown as an October backup.

RALLY CROSS REPORT:

Jim Quattro said that our February event at the Walczyk farm had 23 entrants and our March event, 28 entrants, a good improvement over many events in 2011.

Many entrants have been coming based on word of mouth from others, not just locally, but as far away as Michigan, Ohio, Pennsylvania and New York.

Jim reported a new Safety Steward for Rally Cross, Jeremy Keck from Pennsylvania.

ROAD RACING REPORT:

Both Mike Gagliardi and Bruce Parker were absent.

Jay Cartini said he believes work is being done on certification from SCCA for the Central New York Raceway Park in Brewerton.

Dave Kicak has been in contact with National in Topeka regarding sanctioning procedure for a race but nothing has transpired as they are currently looking into updating their forms.

Once SCCA gives approval to the track, then CNYR can work with Glen, WNY, Mo-Hud, etc. on scheduling events with CNYRP.

Much discussion followed including the following.

Karl Hughes said if SCCA does not sanction the track, events will be held there regardless, as other organizations such as NASA, car clubs, etc. will take up available dates.

Rex Franklin said the Pennsylvania Hill Climb Assoc. has said that they would be willing to help out with a time trial event at the track.

Jon Coffin mentioned setting up a "starter event" at the track as a possibility.

Dave Kicak suggested a committee to assist Mike & Bruce.

Mike Donofrio asked how many for the committee and what would their duties be?

Dave Kicak then said we need to check with Mike & Bruce and see what they feel their needs will be, then proceed from there.

Mick Levy and Bob Holcomb offered to help with F&C.

ACTIVITIES REPORT:

Rob Sgarlata was absent.

Ed Leubner gave the report as part of his Asst.R.E. Report.

F&C REPORT:

Mick Levy reported on the upcoming season at Watkins Glen, which starts April 21st & 22nd with a track day for car clubs and other groups.

Five SCCA events are scheduled:

Glen Reg: May 25, 26, 27.

Glen Nat: July 5, 6, 7, 8.

Glen Reg: July 20, 21, 22.

Finger Lakes Reg: Sept. 14, 15, 16.

Glen Reg: Oct. 5, 6, 7.

Bob Holcomb said he has articles that will appear in the May Snarling Exhaust concerning working the Homestead-Miami Dbl Rational and the Rolex 24HRS of Daytona.

Mick briefly discussed working events out west and how they reimburse workers with either money or gas cards.

OLD BUSINESS:

Scott Newton said he has a list and web link available for possible SOLO venues.

You can contact Scott from Snarling Exhaust.

Current potential venues include Syracuse, Watertown, Rome areas and more.

NEW BUSINESS:

Mick Levy said that Nationally licensed F&C SCCA members are being contacted about working the new Formula-1 race to be held in Austin, TX in 2012 and that he and Bob Holcomb have been contacted.

Karl Hughes thanked Mark Bizzozero for obtaining Hot Wheels copies of his BMW and of a go-kart.

Jim Quattro said some items were found when he and Mark Bizzozero cleaned out the SOLO van recently, including an old first aid kit. Rex Franklin said it was a very old kit he found in a car he purchased. It was suggested by Jim that money for a new kit be approved by the region.

ADJOURN:

Motion to adjourn was made by Ed Heffron and seconded by Rex Franklin, motion carried, meeting adjourned at 8:31 p.m.

Submitted by:

Bob Holcomb, Sec.

2012 Tire Rack SCCA Solo National Tour Schedule

March 9-11
Dixie National Tour
South Georgia Motorsports Park
Cecil, Ga.

Mar. 16-18
Sun Belt National Tour
Texas A&M
College Station, Texas

April 27-29
Southern Pacific National Tour
Qualcomm Stadium
San Diego, Calif.

May 18-20
Northeast National Tour at East Rutherford
MetLife Stadium
East Rutherford, N.J.

May 25-28
Spring Nationals
Central States Championship
Lincoln Airpark
Lincoln, Neb.

June 8-11
Summer Nationals
Southern States Championship
Arkansas Aeroplex
Blytheville, Ark.

June 29 – July 1
Western States Championship
Hampton Mills
Packwood, Wash.

July 13-15
Colorado National Tour
Pikes Peak International Raceway
Fountain, Colo.

August 3-5
Northern States Championship at Grissom
Grissom AeroPlex
Peru, Ind.

September 4-7
Tire Rack SCCA Solo National Championships
Lincoln Air Park
Lincoln, Neb.

October 26-28
Tri-State Challenge National Tour
Arkansas Aeroplex
Blytheville, Ark.

2012 Tire Rack SCCA ProSolo Schedule

Round 1
April 13-15
Maryland ProSolo
TBA

Round 2
April 20-22
Mineral Wells ProSolo
Mineral Wells Airport
Mineral Wells, Texas

Round 3
May 4-6
El Toro ProSolo
El Toro Airfield
Irvine, Calif.

Round 4
May 25-28
Spring Nationals
Lincoln ProSolo
Lincoln Airpark
Lincoln, Neb.

Round 5
June 8-11
Summer Nationals
Blytheville ProSolo
Arkansas Aeroplex
Blytheville, Ark.

Round 6
July 6-8
Packwood ProSolo
Hampton Mills
Packwood, Wash.

Round 7
July 20-22
New Mexico ProSolo
McGee Park
Farmington, N.M.

Round 8
July 27-29
Toledo ProSolo
Toledo Express Airport
Toledo, Ohio

Round 9
August 30 - September 2
ProSolo Finale
Lincoln Air Park
Lincoln, Neb.



Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most. (please check only one box)

- Club Racing Time Trials/PDX Rally RallyCross Solo Vintage Pro Racing

Membership Dues

(Includes region dues)

- Individual \$80.00 Family \$100.00 First Gear (24 yrs & under) \$45.00

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

I will become a member in the region I reside in or place me in _____ region. By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.

Applicant's Name (Signature Required)

Date (Required)

Payment Method: Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

What is the SCCA?

The Sports Car Club of America is the world's largest automotive motorsports organization and has set the target for motorsports competition and motorsports event management in North America for over 60 years. The SCCA has remained the benchmark and is recognized as the gold standard in the industry.

The SCCA hosts a myriad of motorsports activities to satisfy any interest you may have as a sports car competition enthusiast.

Interested in Professional road racing? Then SCCA Pro Racing®, Inc. which organizes and sanctions SCCA's World Challenge and MX-5 Miata Cup has your ticket.

Do you have a burning fever to experience the intense competition and camaraderie of Club Racing®? Then regional programs and intense national programs designed for qualifying for the National Championship Runoffs® are your medicine.

Not interested in the challenges of wheel-to-wheel competition but still harbor a competitive streak for precision and accuracy at speed? Then SCCA's Solo® Events program offers over 2000 local competitions annually up to and including a National championship with supporting Divisional championship programs.

How about those of you with a need to play in the dirt? SCCA's RallyCross® program offers competitions similar to Solo events on loose surfaces. RallyCross also has a very competitive National championship structure.

The SCCA RoadRally® program is what got SCCA started over 60 years ago. This is the easiest form of competition to enter as it only requires a registered and insured street car of any kind. Normal highway speeds and precise course following are the challenges in this most basic form of motorsport.

If you find that competing is not your style, but being close to the competition, the drivers, the cars and the crews and being part of the American motorsport scene is your form of adrenaline, then the SCCA has written the book on motorsport official's training, licensing and event management. Anyone can volunteer as an official at SCCA events – the wealth of motorsport experience possessed by SCCA members will be imparted to you simply by your enthusiasm and desire to learn.

YOU CAN GET IN ON SCCA ACTION LOCALLY AND RIGHT NOW!

There are over 110 local regions of the SCCA – from Guam to Hawaii and up to Alaska...down to Florida and up to Maine – which means there is a pocket of SCCA activity near you. You'll be involved in events close to home or you can make a weekend of it with other motorsports enthusiasts like you. SCCA is like no other motorsports organization. Why? Because you're involved – you can compete, organize, and participate at any SCCA event at any level you choose.

INDIVIDUAL MEMBER: \$80.

- Compete and participate in all SCCA events.
- Hold competition and Volunteer license.
- Vote in SCCA elections and serve on committees.
- Includes annual subscription to SportsCar®, the SCCA official monthly magazine.
- Two SCCA decals for your car.
- Includes Participant Accident insurance while participating in SCCA activities.
- Merchandise discounts.

FAMILY MEMBERSHIP: \$100

- Husband/wife and children under age 21.
- All family members have full rights and privileges of an Individual member.
- Share a subscription to SportsCar.

FIRST GEAR - \$45

- 24 years old and under.
- Full privileges of an Individual member.

MILITARY MEMBERSHIP: \$50

- Full time active duty military personnel.
- Full privileges of an Individual member.
- Spouse and children do not receive reduced fees.
- Must include a statement from your unit commander or a copy of your military ID card each year.

SCCA's Weekend Membership Program: A \$15 discount can be used towards your first year's dues by using your weekend membership number. The maximum amount that may be applied is \$30 and expires in 60 days (date on receipt).

SCCA's Membership Referral Program is an incentive for SCCA members to refer new members. By providing the name of the SCCA member who sparked your interest, you are granted a \$15 discount and your SCCA friend will receive a credit on their membership renewal.

**CNYR SCCA
Jay Cartini
5351 Carrick Cir.
Brewerton, NY 13029**

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